

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 01/23/1992

CHI89FA078 File No. 1749	04/26/1989	MT. ZION, IL	Aircraft Reg No. N9637F	Time (Local): 21:40 CDT		
Make/Model: CESSNA / 208A				Fatal	Serious	Minor/None
Engine Make/Model: P&W / PT6A-114			Crew	0	0	1
Aircraft Damage: Substantial			Pass	0	0	0
Number of Engines: 1						
Operating Certificate(s): On-demand Air Taxi						
Name of Carrier: DUPAGE AIRPORT AUTHORITY						
Type of Flight Operation: Non-scheduled; Domestic; Cargo						
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter						
Last Depart. Point: MARION , IL				Condition of Light: Night/Dark		
Destination: Same as Accident/Incident Location				Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip				Basic Weather: Instrument Conditions		
				Lowest Ceiling: 2000 Ft. AGL, Obscured		
				Visibility: 1.00 SM		
				Wind Dir/Speed: 010 / 025 Kts		
				Temperature (°C): 17		
				Obstr to Vision: None		
				Precipitation: Rain Showers		
Pilot-in-Command				Flight Time (Hours)		
Age: 32						
Certificate(s)/Rating(s)				Total All Aircraft: 7100		
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land				Last 90 Days: Unk/Nr		
Instrument Ratings				Total Make/Model: 800		
Airplane				Total Instrument Time: 300		

DEPARTED MARION WITHOUT A WX BRIEFING. PLT ADVISED DURING APPROACH THAT LAST PERSON MAKING APPROACH REPORTED MODERATE TO SEVERE TURBULENCE ON FINAL. SUBSEQUENTLY CLEARED TO LAND AND GIVEN WIND 360 AT 30 GUSTING 40. ALSO ADVISED THAT ANOTHER AIRCRAFT REPORTED A 20KT WINDSHEAR ON FINAL. THE PILOT REPORTED THAT WHEN HE HAD DESCENDED TO 1500 FEET MSL, THE AIRCRAFT ENCOUNTERED STRONG TURBULENCE AND THE AIRSPEED WENT FROM STALL TO REDLINE. DESPITE ADJUSTMENT TO FLAPS AND THROTTLE, THE AIRPLANE WAS UNCONTROLLABLE.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) WEATHER CONDITION - THUNDERSTORM
3. (F) WEATHER CONDITION - RAIN
4. (F) WEATHER CONDITION - HIGH WIND
5. (F) WEATHER CONDITION - GUSTS
6. (F) WEATHER CONDITION - WINDSHEAR
7. (F) WEATHER CONDITION - DOWNDRAFT
8. (F) WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

9. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
10. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

THE PILOT'S INTENTIONAL FLIGHT INTO KNOWN ADVERSE WEATHER. CONTRIBUTING FACTORS WERE THE PILOT'S POOR EVALUATION OF THE WEATHER INFORMATION GIVEN HIM BY THE AIR TRAFFIC CONTROLLERS.